

RESOLUTION NO. 91-226

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A RESOLUTION OF THE LODI CITY COUNCIL
APPROVING THE CITY OF LODI'S 1991-92
TRANSPORTATION DEVELOPMENT ACT CLAIM
FOR LOCAL TRANSPORTATION FUNDS

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BE IT RESOLVED, that the Lodi City Council does hereby approve the City's 1991-92 Transportation Development Act (TDA) claim for Local Transportation Funds (LTF) and State Transit Assistance Funds (STA); and

BE IT FURTHER RESOLVED, that the Lodi City Council does hereby authorize the City Manager to execute the subject Claim on behalf of the City of Lodi.

Dated: December 4, 1991

=====

I hereby certify that Resolution No. 91-226 was passed and adopted by the Lodi City Council in a regular meeting held December 4, 1991 by the following vote:

Ayes: Council Members - Hinchman, Pennino, Sieglock, Snider
and Pinkerton (Mayor)

Noes: Council Members - None

Absent: Council Members - None



Alice M. Reimche
City Clerk

LOCAL TRANSPORTATION FUND

TO: San Joaquin County Council of Governments
1860 East Hazelton Avenue
Stockton, CA 95205

FROM: Applicant: City of Lodi
Address: P. O. Box 3006, Lodi, CA 95241
(City, Zip) Jerry L. Glenn/Transit (209) 333-6700
Contact Person: Sharon Blaufus/Street Phone: (209) 333-6706

The CITY OF LODI hereby requests, in accordance with Chapter 1400, Statutes 1971 and applicable rules and regulations, that its annual transportation claim be approved in the amount of \$1,667,110 for fiscal year 1991-92, to be drawn from the Local Transportation Fund.

When approved, please transmit this claim to the County Auditor for payment. Approval of the claim and payment by the County Auditor to this applicant is subject to such monies being on hand and available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan.

The claimant certifies that this Local Transportation Fund claim and the financial information contained therein, is reasonable and accurate to the best of my knowledge, and that the aforementioned information indicates the eligibility of this claimant for funds for the fiscal year of the application pursuant to CAC Section 6634 and 6734.

APPROVED:

San Joaquin County Council
of Governments

By: BARTON MEAYS

Title: Executive Director

Date: 19

Applicant: City of Lodi

Signed: Thos. A. Peterson

Name: Thomas A. Peterson

Title: City Manager

Date: December 4 19 91

STATE TRANSIT ASSISTANCE CLAIM

TO: San Joaquin County Council of Governments
1860 East Hazelton Avenue
Stockton, CA 95205

FROM: Applicant: City of Lodi

Address: P. O. Box 3006, Lodi, CA 95241
(City, Zip)

Contact Person: Jerry L. Glenn Phone: (209) 333-6700

This claimant, qualified pursuant to Sections 99313.6, 99314.5 and 99314.6 of the Public Utilities Code, hereby requests, in accordance with Chapter 1400, Statutes of 1971 as amended, and applicable rules and regulations, that an allocation be made in the amount of \$ 92,916 for fiscal year 1991-92, to be drawn from the State Transit Assistance trust fund of San Joaquin County for the following purposes and in the following respective amounts:

| Purposes | Amounts |
|----------------------------|----------|
| Dial-A-Ride Transit System | \$92,916 |

Allocation instruction and payment by the County Auditor to this claimant are subject to such monies being on hand and available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved claim.

The claimant certifies that this State Transit Assistance Fund Claim and the financial information contained herein, is reasonable and accurate to the best of my knowledge, and that the aforementioned information indicates the eligibility of this claimant for funds for the fiscal year of the application pursuant to CAC Section 6634 and 6734.

APPROVED:

San Joaquin County Council
of Governments

By: BARTON MEAYS

Title: Executive Director

Date: 19

Applicant: City of Lodi

Signed: Thomas A. Peterson

Name: Thomas A. Peterson

Title: City Manager

Date: December 4 1991

TRANSPORTATION DEVELOPMENT ACT APPORTIONMENTS

I. Local Transportation Fund Available Apportionment

| | | |
|---|----|------------------|
| A. Area Apportionment 1991-92 | \$ | <u>1,041,634</u> |
| B. Pedestrian/Bicycle Apportionment | | <u>21,701</u> |
| C. Previous Years' Unclaimed Apportionment | | <u>500</u> |
| D. Unexpended Carryover * | | <u>703,275</u> |
| | | |
| E. Total Available for 1991-92 Claim(s) | | <u>1,767,110</u> |
| F. Less any LTF Already Claimed 1991-92 | | <u>0</u> |
| G. TOTAL AVAILABLE FOR THIS CLAIM (Also enter on page 8, 1st column) | \$ | <u>1,767,110</u> |

II. State Transit Assistance Fund Available Apportionment

| | | |
|---|----|---------------|
| A. Area Apportionment 1991-92 | \$ | <u>48,473</u> |
| B. Special Operator Apportionment 1991-92 | | <u>1,174</u> |
| C. Previous Years' Unclaimed Apportionment | | <u>43,269</u> |
| D. Unexpended Carryover | | <u>0</u> |
| | | |
| E. Total Available for 1991-92 Claim(s) | | <u>92,916</u> |
| F. Less any STA Already Claimed 1991-92 | | <u>0</u> |
| G. TOTAL AVAILABLE FOR THIS CLAIM (Also enter on page 8, 2nd column) | \$ | <u>92,916</u> |

* Amount shown as unexpended on July 1, 1991

TRANSPORTATION DEVELOPMENT ACT ALLOCATIONS

| <u>Claim Purpose</u> | I. LTF | II. STA |
|---|-------------------|-------------------|
| I. PUBLIC TRANSPORTATION | | |
| Article 4 (99260)-Operator ¹ | <u>316,759</u> | <u>92,916</u> |
| Article 8 (99400(c)) Contractor operating | <u>30,200</u> | <u> </u> |
| Article 8 (99400(e)) Contractor capital | <u> </u> | <u> </u> |
| II. PEDESTRIAN AND BICYCLE | | |
| Article 3 (99234) | <u>21,701</u> | <u>N/A</u> |
| III. ROADS AND STREETS | | |
| Article 8 (99400(a)) | <u>1,295,200</u> | <u>N/A</u> |
| IV. OTHER | | |
| Article 8 (99400(b) or 99400(d) | <u>3,250</u> | <u>N/A</u> |
| //////////////////////////////////// | | |
| TOTAL THIS CLAIM | <u>1,667,110</u> | <u>92,916</u> |
| TOTAL AVAILABLE FOR THIS CLAIM (from page 7, I. and II. G.) | <u>1,767,110</u> | <u>92,916</u> |
| UNCLAIMED APPORTIONMENT (TOTAL AVAIL. less TOTAL THIS CLAIM) | <u>100,000</u> | <u> </u> |

IMPORTANT: To avoid accidental overpayment, please identify in the space below any unexpended carryover included in the amounts being claimed above. Identify the amount of carryover and the purpose for which it is being reclaimed.

\$703,275 was carried over for street and road purposes.

1. Operators claiming STA funds must meet qualifying criteria (PUC Section 99314.6). Page 15 of this form must be completed.

PART I - PUBLIC TRANSPORTATION

Please Circle either:
(Article 4 Operator)
Article 8 Contractor

FINANCIAL INFORMATION

| | | 1990-91 | 1991-92 |
|-----|--|--------------------|---------|
| | | Please Circle | |
| | | ACTUAL or ESTIMATE | Budget |
| I. | OPERATING REVENUE | | |
| 401 | Passenger Fares | 43,575 | 48,550 |
| 402 | Special Transit Fares | | |
| 405 | Charter Service Revenues | | |
| 406 | Auxiliary Transportation Revenues (includes advertising) | | |
| 407 | Non-Transportation Revenues | 3,266 | 1,000 |
| 408 | Tax Revenue (Specify:) | | |
| | Property Tax | | |
| | Sales Tax (not TDA) | | |
| 409 | Local Grants & Reimbursements | | |
| | Purchase of Service | | |
| | Local Transportation Fund(LTF) | 234,777 | 313,050 |
| 410 | Local Special Fare Assistance | | |
| 411 | State Cash Grants & Reimbursements | | |
| | State Transit Assistance (STA) | 5,221 | |
| | Other | | |
| 412 | State Special Fare Assistance | | |
| 413 | Federal Grants & Reimbursements (Specify) UMTA Grants | | |
| 430 | Contributed Services (Not Cash) | | |
| 440 | Subsidy from other Sector of Operations | | |
| | TOTAL | 286,839 | 362,600 |
| II. | CAPITAL REVENUE | | |
| 464 | Capital Grants & Subsidies | | |
| | Specify Fed, State, Local: | | |
| | State Transit Assistance (STA) | | 92,916 |
| | Local Transportation Fund (LTF) | 61,654 | 3,709 |
| | Non-Governmental Donations | | |
| | TOTAL | 61,654 | 96,625 |

ARTICLE IV

III. OPERATING EXPENSES

| | | 1990-91 | 1991-92 |
|-------|----------------------------------|--------------------|---------|
| | | Please Circle | Budget |
| | | Actual or Estimate | |
| 501 | Labor | | |
| | Operators Salaries/Wages | 289 | 7,200 |
| | Other Salaries/Wages | | |
| 502 | Fringe Benefits | 76 | 1,500 |
| 503 | Services | 2,539 | 3,800 |
| 504 | Materials/Supplies | | |
| | Fuels/Lubricants | | |
| | Tires/Tubes | | |
| | Other | | |
| 505 | Utilities | | |
| 506 | Casualty/Liability Costs | 30,414 | 34,978 |
| 507 | Taxes | | |
| 508 | Purchased Transportation Service | 244,906 | 303,100 |
| 509 | Miscellaneous Expenses | 10,187 | 12,000 |
| 510 | Expense Transfers | | |
| 511 | Interest Expense | | |
| 512 | Leases and Rentals | | |
| 513 | Depreciation/Amortization | | |
| | Operator Funds | | |
| | Grant Funds | | |
| TOTAL | | 288,411 | 362,600 |

IV. CAPITAL EXPENSES*

| | | | |
|-------|----------------------------------|--------|--------|
| | Debt Service | | |
| | Land/Property Acquisition | | |
| | Vehicles | 61,654 | 95,000 |
| | Construction | | |
| | Other (telephone system, radios) | | 1,625 |
| TOTAL | | 61,654 | 96,625 |

*Allowable capital expenses are limited for Article 8 claimants; see 99400 (e).

PART I - PUBLIC TRANSPORTATION

Please Circle either:

Article 4 Operator

(Article 8 Contractor(

FINANCIAL INFORMATION

| | | 1990-91 | 1991-92 |
|-----|---|--------------------|---------|
| | | Please Circle | Budget |
| | | ACTUAL or ESTIMATE | |
| I. | OPERATING REVENUE | | |
| 401 | Passenger Fares | 29,200 | 30,600 |
| 402 | Special Transit Fares | | |
| 405 | Charter Service Revenues | | |
| 406 | Auxiliary Transportation Revenues (includes advertising) | | |
| 407 | Non-Transportation Revenues | | |
| 408 | Tax Revenue (Specify:) | | |
| | Property Tax | | |
| | Sales Tax (not TDA) | | |
| 409 | Local Grants & Reimbursements | | |
| | Purchase of Service | | |
| | Local Transportation Fund(LTF) | 28,707 | 30,200 |
| 410 | Local Special Fare Assistance | | |
| 411 | State Cash Grants & Reimbursements | | |
| | State Transit Assistance (STA) | | |
| | Other | | |
| 412 | State Special Fare Assistance | | |
| 413 | Federal Grants & Reimbursements (Specify) UMTA Grants | | |
| 430 | Contributed Services (Not Cash) | | |
| 440 | Subsidy from other Sector of Operations | | |
| | TOTAL | 57,907 | 60,800 |
| II. | CAPITAL REVENUE | | |
| 464 | Capital Grants & Subsidies | | |
| | Specify Fed, State, Local: | | |
| | State Transit Assistance (STA) | | |
| | Local Transportation Fund (LTF) | | |
| | Non-Governmental Donations | | |
| | TOTAL | | |

ARTICLE VIII

III. OPERATING EXPENSES

1990-91
Please Circle
Actual or Estimate 1991-92
Budget

| | | | |
|-----|----------------------------------|--------|--------|
| 501 | Labor | | |
| | Operators Salaries/Wages | _____ | _____ |
| | Other Salaries/Wages | _____ | _____ |
| 502 | Fringe Benefits | _____ | _____ |
| 503 | Services | _____ | _____ |
| 504 | Materials/Supplies | | |
| | Fuels/Lubricants | _____ | _____ |
| | Tires/Tubes | _____ | _____ |
| | Other | _____ | _____ |
| 505 | Utilities | _____ | _____ |
| 506 | Casualty/Liability Costs | _____ | _____ |
| 507 | Taxes | _____ | _____ |
| 508 | Purchased Transportation Service | 57,907 | 64,600 |
| 509 | Miscellaneous Expenses | _____ | _____ |
| 510 | Expense Transfers | _____ | _____ |
| 511 | Interest Expense | _____ | _____ |
| 512 | Leases and Rentals | _____ | _____ |
| 513 | Depreciation/Amortization | | |
| | Operator Funds | _____ | _____ |
| | Grant Funds | _____ | _____ |
| | TOTAL | 57,907 | 64,600 |

IV. CAPITAL EXPENSES*

| | | | |
|--|---------------------------|-------|-------|
| | Debt Service | _____ | _____ |
| | Land/Property Acquisition | _____ | _____ |
| | Vehicles | _____ | _____ |
| | Construction | _____ | _____ |
| | Other | _____ | _____ |
| | TOTAL | _____ | _____ |

*Allowable capital expenses are limited for Article 8 claimants; see 99400 (e).

OPERATIONAL INFORMATION*

| | Actual FY 1989-90 | (Actual)/Est. FY 1990-91 | Proposed FY 1991-92 |
|--|----------------------|-----------------------------|------------------------|
| 1. <u>Patronage</u> | | | |
| a. Total Passengers | <u>76,605</u> | <u>85,343</u> | <u>92,600</u> |
| b. Revenue Passengers | <u>6,928</u> | <u>8,712</u> | <u>10,500</u> |
| c. Youth Passengers | <u></u> | <u></u> | <u></u> |
| d. Elderly Passengers | <u>68,610</u> | <u>72,418</u> | <u>76,100</u> |
| e. Handicapped ^{County} Passengers | <u>2,067</u> | <u>4,213</u> | <u>6,000</u> |
| 2. <u>Vehicle Miles</u> | | | |
| a. Total Vehicle Miles | <u>156,104</u> | <u>178,488</u> | <u>189,200</u> |
| b. Revenue Vehicle Miles | <u></u> | <u></u> | <u></u> |
| 3. <u>Revenue Vehicle Hours</u> | <u>13,580</u> | <u>14,930</u> | <u>16,200</u> |
| 4. <u>Revenue Vehicle Fuel Consumption</u> | | | |
| a. Diesel | <u></u> | <u></u> | <u></u> |
| b. Gasoline | <u>14,183</u> | <u>15,467</u> | <u>16,800</u> |
| 5. <u>Fare Structure</u> | | | |
| a. Base | <u>.50</u> | <u>.50</u> | <u>.50</u> |
| b. Zone | <u></u> | <u></u> | <u></u> |
| c. Youth | <u></u> | <u></u> | <u></u> |
| d. Senior | <u>1.00</u> | <u>1.00</u> | <u>1.00</u> |
| e. Handicapped | <u>.50</u> | <u>.50</u> | <u>.50</u> |
| f. Monthly Pass | <u></u> | <u></u> | <u></u> |
| g. Other | <u></u> | <u></u> | <u></u> |
| h. Average Fare | <u>.55</u> | <u>.55</u> | <u>.56</u> |

*Attach additional pages as necessary to alter or complete description

THREE YEAR FISCAL PLAN

| | 1992-93 | 1993-94 | 1994-95 |
|---------------------|--------------------------------|--------------------------------|--------------------------------|
| Operating Expenses | \$ <u>406,000</u> | \$ <u>429,000</u> | \$ <u>452,000</u> |
| Operating Revenues: | | | |
| Sources: LTF | \$ <u>354,000</u> | \$ <u>374,500</u> | \$ <u>394,750</u> |
| STA | <u> </u> | <u> </u> | <u> </u> |
| Federal | <u> </u> | <u> </u> | <u> </u> |
| Fares | <u>51,000</u> | <u>53,500</u> | <u>56,250</u> |
| General Fund | <u> </u> | <u> </u> | <u> </u> |
| Other (Interest) | <u>1,000</u> | <u>1,000</u> | <u>1,000</u> |
| Total | \$ <u>354,000</u> | \$ <u>373,500</u> | \$ <u>394,750</u> |
| Capital Expenses | \$ <u>75,000</u> | \$ <u>80,000</u> | \$ <u>85,000</u> |
| Capital Revenue | | | |
| Sources: LTF | \$ <u> </u> | \$ <u> </u> | \$ <u> </u> |
| STA | <u>75,000</u> | <u>80,000</u> | <u>85,000</u> |
| Federal | <u> </u> | <u> </u> | <u> </u> |
| Other | <u> </u> | <u> </u> | <u> </u> |
| Total | \$ <u>75,000</u> | \$ <u>80,000</u> | \$ <u>85,000</u> |

ARTICLE VIII

OPERATIONAL INFORMATION*

| | Actual FY 1989-90 | Actual/Est. FY 1990-91 | Proposed FY 1991-92 |
|--|----------------------|---------------------------|------------------------|
| 1. <u>Patronage</u> | | | |
| a. Total Passengers | _____ | 18,653 | 19,600 |
| b. Revenue Passengers | _____ | 18,653 | 19,600 |
| c. Youth Passengers | _____ | _____ | _____ |
| d. Elderly Passengers | _____ | _____ | _____ |
| e. Handicapped Passengers | _____ | _____ | _____ |
| 2. <u>Vehicle Miles</u> | | | |
| a. Total Vehicle Miles | _____ | _____ | _____ |
| b. Revenue Vehicle Miles | _____ | _____ | _____ |
| 3. <u>Revenue Vehicle Hours</u> | _____ | 8,760 | 8,760 |
| 4. <u>Revenue Vehicle Fuel Consumption</u> | | | |
| a. Diesel | _____ | _____ | _____ |
| b. Gasoline | _____ | _____ | _____ |
| 5. <u>Fare Structure</u> | | | |
| a. Base | _____ | _____ | _____ |
| b. Zone | _____ | _____ | _____ |
| c. Youth | _____ | _____ | _____ |
| d. Senior | _____ | _____ | _____ |
| e. Handicapped | _____ | _____ | _____ |
| f. Monthly Pass | _____ | _____ | _____ |
| g. Other | _____ | _____ | _____ |
| h. Average Fare | _____ | _____ | _____ |

*Attach additional pages as necessary to alter or complete description

ARTICLE VIII

THREE YEAR FISCAL PLAN

| | 1992-93 | 1993-94 | 1994-95 |
|---------------------|--------------------------------|--------------------------------|--------------------------------|
| Operating Expenses | \$ <u>63,830</u> | \$ <u>67,000</u> | \$ <u>70,400</u> |
| Operating Revenues: | | | |
| Sources: LTF | \$ <u>31,700</u> | \$ <u>33,300</u> | \$ <u>35,000</u> |
| STA | <u> </u> | <u> </u> | <u> </u> |
| Federal | <u> </u> | <u> </u> | <u> </u> |
| Fares | <u>32,130</u> | <u>33,700</u> | <u>35,400</u> |
| General Fund | <u> </u> | <u> </u> | <u> </u> |
| Other | <u> </u> | <u> </u> | <u> </u> |
| Total | \$ <u> </u> | \$ <u> </u> | \$ <u> </u> |
| Capital Expenses | \$ <u> </u> | \$ <u> </u> | \$ <u> </u> |
| Capital Revenue | | | |
| Sources: LTF | \$ <u> </u> | \$ <u> </u> | \$ <u> </u> |
| STA | <u> </u> | <u> </u> | <u> </u> |
| Federal | <u> </u> | <u> </u> | <u> </u> |
| Other | <u> </u> | <u> </u> | <u> </u> |
| Total | \$ <u> </u> | \$ <u> </u> | \$ <u> </u> |

FLEET INVENTORY
(Transit Vehicle Owners Only)

| Make & Model | Production Year | # of Veh. | Fuel Type | Seat Capacity | Special Features | | | |
|---------------|-----------------|-----------|-----------|---------------|------------------|----|----|-------|
| | | | | | AC | EP | WC | Other |
| Chev Sta Wag | 1986 | 1 | Gas | 6 | X | | | |
| Chev Sta Wag | 1988 | 2 | Gas | 6 | X | | | |
| Chev Sta Wag | 1989 | 2 | Gas | 6 | X | | | |
| Dodge Minivan | 1989 | 1 | Gas | 6 | X | | X | |
| Dodge Sedan | 1989 | 3 | Gas | 5 | X | | | |
| Dodge Minivan | 1991 | 1 | Gas | 6 | X | | X | |
| TOTAL | XXXXXXXXXX | 10 | XXXXX | | | | | |

Vehicles to be Purchased in FY 1991-92

| | | | | | | | |
|------------------------|------|---|-----|----|---|--|---|
| Chevrolet Sta Wagon | 1990 | 1 | Gas | 5 | X | | |
| Minivan | 1991 | 2 | Gas | 12 | X | | X |

AC = Air Conditioned
EP = Environmental Package
WC = Wheelchair Lift

Article 4 Operator TDA Requirements

1. Fare Ratio/Local Support Requirements

All Article 4 claimants are required to maintain a specified ratio of fare revenue to operating cost. In addition, SMTD only is required to maintain a ratio of fare revenue plus local support to operating cost of 32%. See 99268.2 - 99268.19 for details and exemptions pertaining to ratios.

A. What is this system's required farebox recovery ratio?

10%

B. Does the attached budget demonstrate that this system will meet its required farebox recovery and for SMTD its farebox plus local support ratios? Yes

C. Has this system utilized its grace year? _____

D. Has this system been in non-compliance with its required ratio(s)? No

If yes, identify the year or years _____

2. Extension of Service/New Service

An extension of service or new service is exempt from the required farebox and local support ratios if:

A. The extension of service or new service has been in operation for less than two full fiscal years. The two-year extension of services exclusion applies until two years after the end of the fiscal year in which the extension of services was put into operation.

B. The claimant submits a report on the extension of services to the COG within 90 days after the end of the fiscal year. (For details of the report, see 6633.8(b)).

Is an extension of service/new service being claimed? No

If so, has the required report been submitted for the most recently completed full fiscal year? If not, that report must accompany this claim.

3. Operator's STA Qualifying Criteria (99314.6) EXPLANATION

A transit operator must meet one of two efficiency standards before STA funds may be "fully" allocated for operating purposes:

- A) The operator's operating cost per revenue vehicle hour, in the latest year for which audited data are available, must not exceed the sum of the preceding year's operating cost per revenue vehicle hour and an amount equal to the change in the Consumer Price Index (CPI) multiplied by the preceding year's operating cost per revenue vehicle hour. The formula below accomplishes this exercise:

$$(\text{opcost/RVH})_{\text{FY90}} \leq [(\text{opcost/RVH})_{\text{FY89}}] * [1.048] \quad \text{OR}$$

- B) The operator's average operating cost per revenue vehicle hour, in the latest three years for which audited data are available, must not exceed the sum of the average of the operating cost per revenue vehicle hour for the three years preceding the latest year for which audited data are available and an amount equal to the average change in the CPI for the same period. The formula below accomplishes this exercise:

$$\text{AVG}(\text{opcost/RVH})_{\text{FY88,89,90}} \leq \{\text{AVG}(\text{opcost/RVH})_{\text{FY87,88,89}}\} * \{1.049\}$$

As used here, Operating Costs are defined by PUC Section 99247:

All costs in the operating expense object classes exclusive of the costs in the depreciation and amortization expense object class, and exclusive of all direct costs for providing charter services, and exclusive of all vehicle lease costs.

STA allows for other exclusions, to be granted by the COG, if deemed appropriate. These additional operating cost exclusions include:

- 1) Exclusion of cost increases beyond the change in the CPI for fuel, alternative fuel programs, insurance, or state and federal mandates.
- 2) Exclusion of startup costs for new services for a period of not more than two years (refer to PUC Section 99268.8 for a definition of new service).

If you wish to claim these exclusions when calculating the operation cost per revenue vehicle hour, you must state the request and show calculations in support of the cost to be excluded.

PUC Section 99314.6 is somewhat obscure about how much STA may be allocated in the event that an operator does not meet the efficiency standards. The legislation says that the funds may not be "fully" allocated, but does not define what is meant by "fully". COG will address this issue if it becomes necessary.

The following documents pertain to the new STA efficiency standards and are available at your request:

- PUC Section 99314.6, also known as Chapter 35 Statutes of 1991 (SB 3-Kopp).
- The Uniform System of Accounts for Public Transit Operators.
- Consumer Price Index Data for California, January, 1981 through May, 1991.
- Transportation Development Act Audit Reports, FY 1987 through FY 1990.

Please complete the attached worksheet to determine if you fully qualify for your STA apportionment. TDA Audit reports will address this efficiency criteria beginning with the Audit for FY 1991.

3. Operator's STA Qualifying Criteria (99314.6) - WORKSHEET

| FISCAL YEAR: (use audited data) | 1986-87 | 1987-88 | 1988-89 | 1989-90 |
|------------------------------------|--|--|--|--|
| A. Operating Cost | \$ _____ | \$ _____ | \$ 262,475 | \$ 276,385 |
| B. Operating Cost Exclusions: | | | | |
| 1. _____ | _____ | _____ | 1,547 | 1,295 |
| 2. _____ | _____ | _____ | 70 | 26 |
| 3. _____ | _____ | _____ | _____ | _____ |
| 4. _____ | _____ | _____ | _____ | _____ |
| C. Adjusted Operating Cost (A-B) | _____ | _____ | 260,858 | 275,064 |
| D. Revenue Vehicle Hours (RVH) | _____ | _____ | 12,639 | 13,580 |
| E. RVH Exclusions: | | | | |
| 1. _____ | _____ | _____ | 393 | 353 |
| 2. _____ | _____ | _____ | _____ | _____ |
| 3. _____ | _____ | _____ | _____ | _____ |
| (if more, show on separate sheet) | | | | |
| F. Adjusted RVH (D-E) | _____ | _____ | 12,246 | 13,227 |
| G. Operating Cost per RVH (C÷F) | <div style="border: 1px solid black; padding: 2px; display: inline-block;">W</div> | <div style="border: 1px solid black; padding: 2px; display: inline-block;">X</div> | <div style="border: 1px solid black; padding: 2px; display: inline-block;">21.30 Y</div> | <div style="border: 1px solid black; padding: 2px; display: inline-block;">20.80 Z</div> |

Efficiency Standard 1:

Z must be less than or equal to $(Y) \times (1.048)$

Show calculation: Y = 22.32

Efficiency Standard 2:

$[(X+Y+Z) \div 3]$ must be less than or equal to $<(W+X+Y) \div 3> \times (1.049)$

Show calculation: _____

=====For COG use only=====

| | | | |
|---------------------------|------------|--------------|----------|
| Operator qualifies under: | Standard 1 | Yes <u>x</u> | No _____ |
| | Standard 2 | Yes _____ | NO _____ |

4. Fifteen Percent Expenditure Increase (6632)

If any of the line items on the attached budget exceed by more than 15% the expenditure for that same item in the previous year's budget, then an explanation for that increase must be given below. Attach an extra page if necessary.

(501, 502) Labor costs - Assistant City Manager is spending more time on transit issues. 10% of time is realistic charge.

Ridership increasing as well as increased reimbursement.

(503) Budgeting costs for additional advertising and New Year's eve free rides.

508) Ridership is increasing by 6.7%.

Reimbursement per ride has projected increase to \$3.50 per ride.

5. Narrative Description (6632)

Please describe in the space below any changes in service characteristics from the previous fiscal year. This should specifically include any substantial increase or decrease in the geographic area served, major changes to the scope of operations, or addition of major new fixed facilities. Please attach an additional page if necessary.

Dial-A-Ride is reaching its capacity. Demand by public for alternative transportation sources. This is requiring redirection of staff time to this problem.

SPECIAL NOTES FOR RATIO CALCULATIONS

SMTD - Exclude certain costs and fares as specified in the most recent Compliance Audit Report.

Lodi - Exclude County service when calculating fares and expenses.

Article 8 Contractor TDA Requirements

For contracted transportation service providers, the San Joaquin County Council of Governments' Executive Board has waived the farebox and local support ratios as it is empowered to do by 99405(c). The COG Board has established a two-step process.

1. Match Requirement

For any Article 8 transit claim, no more than 90% of the total operating funds (minus depreciation) in the budget may be TDA (LTF and STA) derived. The ten percent or more matching funds may come from any other source available to the claimant besides TDA.

2. Operating Cost Per Passenger Objective

To receive an amount of TDA operating funds (LTF and STA combined) in excess of what was claimed the previous fiscal year, the claimant must establish an operating cost per passenger objective for the fiscal year of the claim. "Operating cost" is defined as in the TDA statutes and regulations. The objective should be a realistic one based on current and past system performance, but should be low enough to represent an "improvement" when warranted. The COG Executive Board will adopt the systemwide operating cost per passenger objective for the fiscal year of the claim.

If the system failed to meet its operating cost per passenger objective in the fiscal year prior to the fiscal year of the claim, then the claimant is only eligible to file a claim for the level of TDA operating funding received in that prior fiscal year. In the case of a unified transit system, each claimant would be limited to the prior year's level of TDA operating funding. If a system wishes to be eligible for increased TDA operating funding in a future fiscal year, then the claimant should identify an operating cost per passenger objective.

- a. What was the level of TDA operating funding received in the previous fiscal year for this system by this claimant (LTF plus STA)? \$ 28,707
- b. Does the attached budget information demonstrate at least a 10% match of non-TDA funds in FY 1990-91? Yes

Does the FY 1991-92 budget demonstrate a 10% match of non-TDA funds? Yes
- c. Is this claim requesting more TDA operating funds than were received for this system by this claimant in the previous fiscal year? Yes
- d. If yes, did the system meet its operating cost per passenger objective in the previous fiscal year? No
(An affirmative answer should be documented in Part "e".)

e. What was last year's Operating Cost per Passenger Objective? \$2.17

What was the actual operating cost per passenger?

| | |
|--|------------------|
| i. FY 1990-91 Operating Cost | \$ <u>54,272</u> |
| ii. Total Passengers | <u>18,653</u> |
| iii. Operating Cost Per Passenger (i /ii) | \$ <u>2.91</u> |

f. What is the Operating Cost per Passenger Objective for this claim?

| | |
|---|------------------|
| iv. Budgeted Operating Cost | \$ <u>60,800</u> |
| v. Estimated Total Passengers | <u>19,600</u> |
| vi. Projected Operating Cost per Passenger (iv/v) | \$ <u>3.10</u> |
| vii. FY 1991-92 OPERATING COST PER PASSENGER OBJECTIVE | \$ <u>3.10</u> |

viii. If this claim is for a unified transit system³, has the contributing claimant been appraised of the planned systemwide objective set in vii. above?

3. Fifteen Percent Expenditure Increase (6632)

If any of the line items on the attached budget exceed by more than 15% the expenditure for that same item in the previous year's budget, then an explanation for that increase must be given below. Attach an additional page if necessary.

4. Narrative Description (6632)

Please describe on an attached page any changes in service characteristics from the previous fiscal year. This should specifically include any substantial increase or decrease in the geographic area served, major changes to the scope of operations, or addition of major new fixed facilities.

3. If this claim is for a unified transit system (definition page 19), all calculations and numbers for operating costs per passenger must include system totals. Also contributing claimants to unified transit systems should not use page 17 or 18, use page 19 instead.

ARTICLE 8 CONTRACTOR TDA REQUIREMENTS (CONTRIBUTING CLAIMANTS)

In the case of a "unified transit system," this page is to be used by the "contributing claimant" rather than pages 17 and 18. A "unified transit system" is defined as one which has the same fare structure throughout the service area, but whose TDA expenses are claimed separately by two different TDA claimants. Additionally, to qualify as a unified transit system, all system TDA funding must be claimed under Article 8 (both claimants). "Contributing claimant" is defined as the claimant contributing a minority of the unified transit system's TDA funds. The claimant furnishing the majority of TDA funds is defined as the "primary claimant."

Currently, the following local transit services qualify as unified transit systems:

| <u>FY 1990-91 Unified Transit Systems</u> | <u>This Page Used by:</u> |
|---|---------------------------|
| Tracy Trans | County |
| Tracy Taxi | County |
| Escalon Public Transit System | County |

- I. 1. Name of unified transit system _____
2. Systemwide operating cost per passenger objective for FY 1991-92 identified in primary claimant's adopted transit claim (from that claim, page 18, (2) f. vii.) _____
3. Date of primary claimant's adopted transit claim (or anticipated future date, if not yet adopted) _____

IMPORTANT:

The operating cost per passenger objective identified above (I. 2) will be applied uniformly to the total of City and County TDA funds used by the unified transit system, to determine eligibility for increased TDA funding as explained on page 17. Separate calculations will not be done for City and County.

PART II - PEDESTRIAN AND BICYCLE PROJECTS

LOCAL TRANSPORTATION FUND

| Project Title and Description | Project Limits | <u>LTF Cost</u> Total Cost |
|-------------------------------|-------------------|--|
| Sidewalk Upgrading Program | various locations | \$21,700 <u>50,000</u> |
| | | <u>LTF COST: 21,700</u> <u>TOTAL COST: 50,000</u> |

(Use additional page if necessary)

PART III - ROAD AND STREET PROJECTS **

Please provide the requested information for each project being identified for Transportation Development Act funding.

LOCAL TRANSPORTATION FUND

| Project Title and Description | Project Limits | <u>LTF Cost</u> Total Cost |
|--|-----------------------|-------------------------------|
| *Hutchins Street Overlay | Pine to Lockeford | 76,000 |
| *Sacramento Street Overlay | Lockeford to Turner | 173,000 |
| *Church Street Improvements | Century to Kettleman | 65,000 |
| *Cherokee Lane RR Crossing Protect. | | 20,000 |
| *Mills/Kettleman, Hutchins/Vine & Church Street Traffic Signals | | 4,000 |
| *Mills Avenue Overlay | Lodi to Elm | 15,000 |
| *Overlay Analysis | | 6,000 |
| *Pacific Ave./Oak St. Overlay | | 13,000 |
| *Ham Lane Overlay | Kettleman to Vine | 10,000 |
| *Hutchins Street Widening | Lodi to Pine | 270,000 |
| *Cherokee Lane/Hale Road Flashing Beacon | | 10,000 |
| Miscellaneous Widening | various locations | 50,000 |
| Miscellaneous Sidewalk Replacement | various locations | 28,000 |
| Handicap Ramp Installation | various locations | 10,000 |
| Miscellaneous Traffic Improvements | various locations | 15,000 |
| Pleasant Ave. Sidewalk | 150'S/Lodi to Lodi | 50,000 |
| Almond Drive Street Widening | 500'-1100' W/Cherokee | 17,000 |
| Cherokee Lane Overlay | Kettleman to Delores | 84,000 |
| Church St. Overlay | Vine to Tokay | 89,000 |
| Lockeford St. Overlay | Cluff to 600' E/Cluff | 21,000 |
| Lodi Avenue Overlay | Main to Central | 153,000 |
| Pine Street Overlay | Hutchins to School | 70,000 |
| Stockton Street - Prel. Eng. | Tokay to Lodi | 10,000 |
| - Overlay | Locust to Lockeford | 54,000 |
| Traffic Signal - location to be determined when CIP is adopted | | 110,000 |
| Street Maintenance | City-wide | 237,000 |
| St. Division Loader/Backhoe | | 45,200 |
| *Work in progress | | |
| ** Street CIP has not been adopted - some of these new projects could change | | |
| | | <u>LTF COST: 1,295,200</u> |
| | | <u>TOTAL COST: 1,705,200</u> |

(Use additional page if necessary)

PART IV - OTHER PURPOSES

It is possible that a claimant may wish to expend TDA funds for purposes allowed within the Act, but not covered by the three previous parts. For instance, TDA funds may be claimed under Article 8, 99400(b) to subsidize AMTRAK service in a community, or under 99400(d) for administration and planning costs for Article 8 transit services. To complete this section, please identify the project, the purpose of the project, the estimated cost, and the fund from which money is being claimed. It is advisable to communicate with COG staff before completing this section.

The San Joaquin County Council of Governments has received a grant to conduct a City-wide transit needs assessment. The City is required to match a portion of these costs: \$3,250.00 (Local Transportation Fund)